and that their visit to this country will further strengthen the friendly bonds that exist between India and Armenia. Through them, we convey our greetings and best wishes to the Parliament and the friendly people of Armenia.

MR. CHAIRMAN: Next question.

ORAL ANSWERS TO QUESTIONS—*Contd.*

बिहार में राष्ट्रीय राजमार्ग

*326. **श्री शत्रुघ्न सिन्हा:** क्या पोत परिवहन, सड़क परिवहन और राजमार्ग मंत्री यह बताने की कृपा करेंगे कि:

(क) बिहार राज्य में राष्ट्रीय राजमार्गों की कुल लंबाई कितनी है;

(ख) इनमें से कितनी लंबाई में स्वर्णिम चतुर्भुज एवं ईस्ट-वेस्ट कॉरिडोर परियोजना के तहत राजमार्ग को चार लेन का बनाने का कार्य चल रहा है;

(ग) राष्ट्रीय राजमार्गों की शेष लंबाई की स्थिति क्या है;

(घ) क्या राज्य सरकार ने इन राजमार्गों की स्थिति में सुधार के लिए केंद्र से सहायता की मांग की है; और

(ङ) यदि हां, तो केंद्रीय सरकार इस मामले में क्या कार्रवाई कर रही है?

पोत परिवहन, सड़क परिवहन और राजमार्ग मंत्री (श्री टी. आर. बालू): (क) से (ङ) एक विवरण सभा पटल पर रखा जाता है।

विवरण

(क) बिहार में राष्ट्रीय राजमार्गों की कुल लंबाई 3642 कि॰मी॰ है।

(ख) बिहार में राष्ट्रीय राजमार्ग-2 की 206 कि॰मी॰ लंबाई (वाराणसी में शून्य के साथ 44 से 250 कि॰मी॰) स्वर्णिम चतुर्भुज के भाग के तौर पर चार लेन के विभाजित कैरिजवे के रूप में विकसित की जा रही है। बिहार में राष्ट्रीय राजमार्ग-28 की 160 कि॰मी॰ (361 से 520 कि॰मी॰),

राष्ट्रीय राजमार्ग-57 की 310 कि०मी० (1 से 310 कि०मी०) और राष्ट्रीय राजमार्ग-31 की 43 कि०मी० (410 से 447 कि०मी० एवं 470 से 476 कि०मी०) और इस तरह, कुल 513 कि०मी० लंबाई को पूर्व-पश्चिम महामार्ग के भाग के तौर पर चार लेन का विभाजित कैरिजवे बनाया जा रहा है। इसके अतिरिक्त, बिहार में राष्ट्रीय राजमार्ग विकास परियोजना चरण-V के अंतर्गत स्वर्णिम चतुर्भुज पर राष्ट्रीय राजमार्ग-2 के 206 कि०मी० में 6 लेन बनाने का प्रस्ताव है।

(ग) शेष 2923 कि०मी० में 9 राष्ट्रीय राजमार्गों (राष्ट्रीय राजमार्ग 19, 28 ए, 30, 31, 57ए, 77, 80, 84 और 85) के 890 कि०मी० लंबे विभिन्न खंड राष्ट्रीय राजमार्ग विकास परियोजना चरण-III के अंतर्गत निर्माण, प्रचालन और हस्तांतरण (पथकर) आधार पर चार लेन का बनाने के लिए अभिनिर्धारित किए गए हैं। पटना-मुजफ्फरपुर और पटना-बख्तियारपुर खंड की 113 कि०मी० लंबाई कार्यान्वयन के लिए राष्ट्रीय राजमार्ग विकास परियोजना चरण-III क में शामिल की गई है और शेष 777 कि०मी० लंबाई इस समय राष्ट्रीय राजमार्ग विकास परियोजना चरण-III ख में शामिल की गई है जिसके लिए विस्तृत परियोजना रिपोर्ट तैयार करने का कार्य चल रहा है।

इसके अतिरिक्त, 10वीं पंचवर्षीय योजना के दौरान सड़क गुणता सुधार कार्यक्रम, सुदृढ़ीकरण, आवधिक नवीकरण जैसी विभिन्न स्कीमों के अंतर्गत 154 कि०मी० में दो लेन बनाने के साथ-साथ कुल 1627 कि०मी० में सुधार कार्य स्वीकृत किए गए हैं। 333 कि०मी० जहां कार्य प्रगति के विभिन्न स्तरों पर है, को छोड़कर अधिकांश कार्य पूरे हो चुके हैं।

(घ) बिहार सरकार ने नए अधिसूचित 16 राष्ट्रीय राजमार्गों के सुधार के लिए 2868.53 करोड़ रु० का प्राक्कलन प्रस्तुत किया है। इनमें से अनुमानित 566.71 करोड़ रु० के पांच राष्ट्रीय राजमार्गों के प्रस्ताव वित्त वर्ष 2006 ओ डी ए ऋण पैकेज के अंतर्गत जे बी आई सी सहायता के लिए भेज दिए गए हैं। राज्य सरकार ने स्वीकृति की सीमा बढ़ाने, 197 करोड़ रु० तक के प्राक्कलन स्वीकृत करने तथा बिहार में सुधार कार्यों के निष्पादन के लिए आबंटन बढ़ाने का अनुरोध किया है।

(ङ) राज्य सरकार के अनुरोध को ध्यान में रखते हुए बिहार राज्य में वर्ष 2006-07 के लिए स्वीकृति सीमा 26.2 करोड़ रुपये से बढ़ाकर 166.2 करोड़ रुपये कर दी गई है ताकि बिहार से गुजरने वाले राष्ट्रीय राजमार्गों पर और अधिक सुधार/विकास कार्य के लिए स्वीकृति हेतु चालू वित्त वर्ष के दौरान विचार किया जा सके। कुल 160 कि०मी० लंबाई में 75.16 करोड़ रुपये के 14 सुधार कार्य अब तक स्वीकृत किए जा चुके हैं। इसके अतिरिक्त, पुलों के पुनर्निर्माण के साथ विभिन्न सुधार कार्यों के लिए प्राक्कलन की जांच की जा रही है। यह मंत्रालय बिहार राज्य के लिए आबंटन को 70 करोड़ रुपये से बढ़ाकर 100 करोड़ रुपये करने पर भी विचार कर रहा है।

NHs in Bihar

†*326. SHRI SHATRUGHAN SINHA: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the total length of National Highways in Bihar State;

(b) the stretch therefrom where four-lane conversion work has been going on under "Golden Quadrilateral" and East-West Corridor project;

(c) the status of the remaining length of National Highways;

(d) whether State Goverment have demanded Centre's help to improve condition of these Highways; and

(e) if so, the action being taken by the Central Government in this regard?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) to (e) A Statement is laid on the Table of the House.

Statement

(a) The total length of National Highways in the State of Bihar is 3642 km.

(b) 206 km length of NH-2 (from km 44 to 250, with zero at Varanasi) is being developed to four lane divided carrieageway as a part of Golden Quadrilateral in Bihar. 160km of NH-28 (from km 361 to 520), 310 km of NH-57 (from km 1 to 310) and 43 km of NH-31 (from km 410 to 447 and from km 470 to 476), aggregating to 513 km is being upgraded to 4-lane divided carriageway as a part of East-West Corridor in Bihar. Further, upgradation to six lane of 206 km of NH-2 on Golden Quadrilateral in Bihar is proposed under the National Highways Development Project (NHDP) Phase-V.

(c) In the remaining 2923 km, 890 km of different stretches of nine National Highways (NH-19, 28A, 30, 31, 57A, 77, 80, 84 and 85) have been identified for upgradation to 4-lane standards on Build, Operate and Transfer (BOT-Toll) basis, under NHDP-Phase III. 113 km of Patna-Muzaffarpur and Patna-Bakhtiyarpur section has been included in NHDP Phase-IIIA for implementation and balance 777 km are presently included

†Original notice of the question was received in Hindi.

under NHDP Phase-IIIB, for which preparation of Detailed Project Report (DPR) is in progress.

Besides, during 10th Five Year Plan, improvement works in aggregate length of 1627 km have been sanctioned under different schemes *viz.* Improvement in Riding Quality Programme (IRQP), Strengthening, Periodic Renewal, including widening to 2-lane in 154 km. Most of the work has been completed except in 333 km where the works are at various stages of progress.

(d) Government of Bihar has submitted an estimate amounting to Rs. 2868.53 crore for improvement of newly notified 16 National Highways. Out of these, proposals for 5 National Highways estimated to cost Rs. 566.71 crore have been referred for Japnese Bank of International Cooperation (JBIC) assistance under Financial Year 2006 Overseas Development Assistance (ODA) loan package. State Government has also requested to enhance the sanction limit, sanctioning of estimate to the tune of 197 crores and enhancement in the allocation for execution of improvement works in Bihar.

(e) Keeping in view the request of the State Government, the sanction limit for the year 2006-2007 in the State of Bihar has been increased from Rs. 26.2 crores to Rs. 166.2 crores, so that more improvement/development works on National Highways passing through Bihar can be considered for sanction during the current financial year. So far 14 improvement works amounting to Rs. 75.16 crores have been sanctioned in aggregate length of 160 km. Further, estimates for different improvement works along with reconstruction of bridges are under scrutiny and enhancement in the allocation from 70 crores to 100 crores for the State of Bihar is also under consideration in the Ministry.

श्री शत्रुघ्न सिन्हा: सभापति जी, मैं आपके माध्यम से ...(व्यवधान)...

श्री सभापति: आप सीधे-सीधे पूछ लीजिए, मेरा माध्यम क्यों जोड़ रहे हैं?

श्री शत्रुघ्न सिन्हा: सारी बातें तो आपके माध्यम से होनी हैं। सभापति जी, मंत्री जी ने जो सरकारी जवाब दिए हैं, मैं इन सरकारी आंकड़ों में नहीं जाते हुए, पूरे सदन की जानकारी के लिए पुन: सीधे-सीधे सरल सवाल पूछना चाहूंगा...(व्यवधान)... That is why I am being very polite and humble, and very respectfully, I would like to ask the hon. Minister to say, for the benefit of the entire House, when was the Golden Quadrilateral

Project started? when was it due for completion How much work has been completed so far. When do you intend to complete the remaining work and how long will it take? Also, Sir, the same information pertaining to the East-West Corridor Project may also be given. What are the reasons for delay in completion of that work?

SHRI T.R. BAALU: Sir, the UPA Government has inherited the legacy from the NDA Government, to put it correctly. From December 2000 to May 2004, in 1257 days, the NDA Government has completed work on 5053 kilometres and finalized 122 contracts, whereas the UPA Government, from 22nd May to 31st October, has finalized 161 contracts and completed work on 6721 kilometres at a cost of Rs. 42,669 crores.

Sir, the UPA Government has completed work on 3123 kilometres in two- and-a-half years, whereas the NDA Government could complete work on only 2342 kilometres in four-and-a-half years. As for land acquisition....*(Interruptions)*...

श्री सुरेश भारद्वाज: आप दोनों में थे...(व्यवधान)...

MR. CHAIRMAN: Please, don't disturb...*(Interruptions)*...

SHRI SHAHID SIDDIQUI: What is the past legacy? *(Interruptions)*... You were there in the NDA Government also...(Interruptions)...

SHRI AMAR SINGH: You were there in the NDA Government also...*(Interruptions)*... You were there in both NDA and UPA Governments, a double role!...*(Interruptions)*...

MR. CHAIRMAN: Let him reply....*(Interruptions)*....

SHRI AMAR SINGH: You were there in the NDA Government and are in UPA Government also, a double role! ...*(Interruptions)*....

SHRI T.R. BAALU: That is why I said we have 'inherited'. I was also a part and parcel of the NDA. That is why, I said safely...*(Interruptions)*...we have 'inherited' the legacy from the NDA.

SHRI AMAR SINGH: He is the living link between the NDA and the UPA...*(Interruptions)*... इनका डबल रोल है।

SHRI T.R. BAALU: Sir, during the NDA Government's regime, they could acquire only 8000 hectares of land whereas the UPA Government,

within two-and-a-half years, has acquired 11,000 hectares of land. Works are in progress. We will be completing 96 per cent of work in this month and the remaining 4 per cent in due course of time.

श्री शत्रुघ्न सिन्हा: गत 5 वर्षों में केन्द्र सरकार ने बिहार सरकार को कितनी राशि दी है? क्या यह राशि इन राजमार्गों के रख-रखाव के लिए पर्याप्त है, यदि नहीं, तो क्या यह बिहार के साथ केन्द्र के भेदभावपूर्ण व्यवहार का उदाहरण नहीं है? क्या यह सच है कि करीब 2,900 किलोमीटर लंबे राजमार्गों के सुधार के लिए 3,000 करोड़ रुपए चाहिए, जब कि केन्द्रीय सरकार द्वारा आवंटित राशि नहीं के बराबर है, नगण्य है। वर्तमान में केन्द्र सरकार का इस मामले में क्या रवैया है?

SHRI T.R BAALU: Sir, hon. Member, Shri Shatrughan Sinha, is a matinee idol. I am very sorry to say that he has not been properly informed, or is probably misinformed. It is not 2900 kilometres in Bihar as far as the National Highways is concerned; it is 3642 kilometres.

SHRI SHATRUGHAN SINHA: I stand corrected, Sir.

SHRI T.R. BAALU: Thank you. The road density, in Bihar, per 1000 square kilometres is 39.65 km, whereas the all-India figure is only 20.28 km. As far as the expenditure in the Tenth Plan is concerned, I would like to say that from 2003 to 2007 the total allocation made was Rs. 590 crores. So far as bank sanction ratio was concerned, in each and every State we used to provide 2.5 times only, whereas, for Bihar, I have increased it on my own accord to 4.5 times. The estimated receipt for 2006-07 for NH (o) 43 number amounting to Rs. 258 crores. We have sanctioned 14 estimates which would amount to Rs. 75 crores. The limit in Annual Plan is Rs. 166 crores. We will also process other estimates, but we will sanction up to Rs. 166 crores. So far as the Tenth Plan allocation is concerned, for the original work we have sanctioned from 2002 to 2007, Rs. 402 crores and the expenditure was Rs. 317.17 crores. For maintenance and repairs, allocation was made for Rs. 188.2 crores and the expenditure was Rs. 156.24 crores.

DR. (SHRIMATI) NAJMA A. HEPTULLA: Sir, he is one of the Ministers who come with a lot of answers, both oral and written. I would like to ask hon. Minister, through you: Is the diference of opinion between the Planning Commission and the Ministry regarding the Model Concession Agreement being resolved? If not, by when it is likely to be finalised? Is it true that because of non-finalisation of this Agreement, much work is delayed in

this project? Sir, the question is about Bihar. The hon. Minister is from Tamil Nadu. I would also like to ask as to how much work is being done in Tamil Nadu. Our knowledge is that the minimum work is being done in Tamil Nadu. Are there any differences there too?

SHRI T.R. BAALU: Sir, throughout the nation, all the States are getting equal priority. Almost all the work in each and every State is given proper importance...*(Interruptions)*...

SHRI AMAR SINGH: Sir, UP is being neglected ...*(Interruptions)*...

SHRI T.R. BAALU: As far as difference of opinion with the Planning Commission is concerned, I think, Madam, has been misinformed. There is no such difference of opinion. How can there be difference of opinion? The Prime Minister is heading the Planning Commission. I don't think that there is any difference of opinion. If there is any discussion going on, it is within the Department. If there is any issue, it will be settled between me and the Prime Minister.

श्री शरद यादव: सभापति जी, मंत्री जी से मेरा इतना निवेदन है कि बिहार के मामले में आपने कुछ दिन पहले एक मीटिंग बुलाई थी। बिहार की जो हालत है, बिहार कई तरह की चुनौतियों से जूझ रहा है। उसमें सड़क एक बहुत महत्वर्ण मामला है। आप जरूर आंकड़ों को लेकर आए हैं, लेकिन बीहपुर टू बीरपुर, पिछली मीटिंग में मैंने आपसे खुद ही कहा था कि जो रोड्ज़ हैं, जो रास्ते हैं, उनकी हालत बहुत खराब है। वे motorable भी हो जाएं, तो भी अच्छा हो। मैं आपके माध्यम से मंत्री जी से निवेदन करूंगा कि बिहार बहुत तरह की चुनौतियों से जूझ रहा है, क्या आप इस मामले में फिर से मीटिंग बुला कर वहां के मामले को ठीक करने का और वहां की जो चुनौती है, उसमें तरीके से शरीक होने का काम करेंगे? मेरा निवेदन है कि इसके ऊपर आप मीटिंग बुलाएंगे तो ज्यादा अच्छा होगा। इन सवालों में सब सवाल नहीं पूछे जा सकते।

SHRI T.R. BAALU: Sir, of course, as my friend has said, it is a challenging job because while declaration of National Highways in Bihar all norms and guidelines have been flouted. I am very sorry to say that. Even the paddy fields have been declared as National Highways. Sir, National Highway-98 ...*(Interruptions)*...

श्री शरद यादव: सर, एक मिनट। जो बात आपने कही, क्या मैं इसका एक और मतलब लगाऊं कि पिछली सरकार में या पहले जो रोड बना दिए गए, announce कर दिए गए, उन्हें खत्म करना है या उनको ठीक बनाना है?

श्री अमर सिंह: वह वादा भी इन्होंने ही किया था, तब भी यही थे।

SHRI T.R. BAALU: I am replying. You said that it is a challenging job. Yes, it is a challenging job. Even the paddy fields have been declared as National Highways. That is what I mean. It is a challenging job for me to see that it is rectified. Sir, in the National Highway 98 ten kilometres stretch, from 8-17 kilometres, is a missing link. It is for me to meet the challenge. The National Highway 83 is very close to the railway line and passes through the built up area has been declared as National Highway. In National Highway 106, there is a missing link of 11 kilometres. We don't know where the road is available! Sir, in National Highway 57 as part of East West Corridor in the 30 kilometre length near the Kosi river, I could find only flood water flowing. There is no road at all. So, these challenges have to be met by me immediately. We are doing it. We are making some arrangements to find out everything, latitude, and longitude, and we are making some alignment. Yes, I had two meetings: one in April, 2005 and the second one in August, 2006. There are a lot of difficulties. Initially, we wanted to go in for four-laning. But the contractors were not purchasing even the Tender Schedules. I kept on extending the opening date of the tender bids for more than one-and-a-half years, but nobody had purchased even the Tender Schedule. Sir, next time, the State Government said to me, "Okay, you go ahead with two-lanes with paved shoulders, and all that". Afterwards, they said, "Okay, instead of 40 per cent viability gap, go for 60 per cent." I went to the Cabinet. The Cabinet, in its own wisdom, said, "No, no you permit it case by case". Afterwards, on 18.5.2006, again the Cabinet meeting took place. At that time, the Cabinet advised me to go for 40 per cent viability gap only, and then proceed. Now, Sir, the Cabinet note has been sent. It is in circulation. We have also included beyond 890 kilometres, which the hon. Member is mentioning. I have inquired and gathered that some 1015 kilometres have been identified and we have also sent it for the Cabinet approval. Let the Cabinet advise me; whatever the Cabinet advises me, we will go about that.

प्रो॰ राम देव भंडारी: धन्यवाद सभापति जी। मैं माननीय मंत्री जी को धन्यवाद देना चाहता हूं कि उन्होंने बिहार में नेशनल हाईवे की समस्याओं पर प्रदेश के सांसदों की अलग से बैठक बुलायी और बड़े धैर्य व संयम से सभी सांसदों को सुना। महोदय, यह सही है कि बिहार में सड़कें बनाना और उनको बनाए रखना एक चुनौती का काम है। वहां कांट्रैक्टर्स नहीं मिलते क्योंकि वहां कांट्रैक्टर को रंगदारी देनी पड़ती है। उस के बाद ही वह काम शुरू कर सकता है। यह स्थिति बिहार में है। महोदय,

मैं उत्तरी बिहार से आता हूं और मेरे क्षेत्र में होकर नेशनल हाईवे 57(ए), जिस की वह बात कर रहे थे, वह जाता है। महोदय, वहां दो बड़ी नदियां कोसी और कमला हैं जिन पर बड़े पुल बनाने हैं। ये नदियां नेपाल से आती हैं। महोदय, ग्रामीण सड़कों की बात छोड़ दीजिए, नेशनल हाईवे को भी ये नदियां क्षतविक्षत कर जाती हैं। इसलिए तकनीकी दृष्टिकोण से और मजबूती के दृष्टिकोण से ...(व्यवधान)...

श्री सभापति: आप प्रश्न कर लीजिए नहीं तो मंत्री जी जवाब नहीं दे पाएंगे।

प्रो॰ राम देव भंडारी: इसलिए वहां नेशनल हाईवे को मजबूत करना पड़ेगा। महोदय, मैं एक बात और कहना चाहता हूं कि नेशनल हाईवे को तकनीकी रूप से भी मजबूत बनाना होगा क्योंकि सड़क पार पानी बहने की भी अच्छी व्यवस्था होनी चाहिए। अगर बाढ़ आती है और उस के पानी को पूरा outlet नहीं मिलेगा, तो सड़कें टूट जाएंगी। इसलिए जरूरी है कि खर्च में किसी प्रकार की कटौती न हो, करप्शन न हो, पैसा न खाया जाए। इस की मॉनिटरिंग बराबर की जाए। मैं मंत्री महोदय से जानना चाहता हूं कि इस तरह की मॉनिटरिंग की आप की क्या व्यवस्था है जिस से सड़कें मजबूत बनें और तकनीकी रूप से भी ठीक बने?

श्री सभापति: आप की मॉनिटरिंग की क्या व्यवस्था है, बताइए?

SHRI T.R. BAALU: Sir, my hon. friend is very much correct. Previously, these roads have not been constructed according to technical specifications previously. Probably, workmanship was not there. But, during my inspection, I found that the entire north Bihar remains inundated in water for five to six months. We can see only sheet of water in almost four or five districts. So, I understood the problem. I called the Chief Engineer and other people along with the Minister and some of the friends and sat on the road itself. In fact ...(*Interuptions*)...

SHRIMATI BRINDA KARAT: Sir, when is the meeting being called?...(*Interruptions*)...

श्री अमर सिंह: सर, शरद जी के सवाल का उत्तर दें ...(व्यवधान).. मीटिंग कब होगी ...(व्यवधान)...

श्री शरद यादव: सभापति जी, ...(व्यवधान)... यह बात ठीक नहीं है ...(व्यवधान)..

SHRI T.R. BAALU: Sir, Members should have some questions. When there is a question, the question has to be answered. ...(*Interruptions*)... What to do ...(*Interruptions*)... The question has been asked ...(*Interruptions*)...

श्री सभापति: आप क्वैश्चन का जवाब सुनेंगे, तो ठीक होगा ...(व्यवधान)... जवाब सुनना नहीं चाहते, तो यह आपकी मर्जी की बात है ...(व्यवधान)...

SHRI T.R. BAALU: He has mentioned some technical question ...(*Interruptions*)... Sir, they have not taken into account ...(*Interruptions*)...

श्री शरद यादव: आप क्वैश्चन की बात पर क्यों नाराज़ हो जाते हैं ...(व्यवधान)...

SHRI T.R. BAALU: The levels have not been taken into account while constructing the roads. That is why ...(*Interruptions*)... huge embankments are necessary to see that roads were laid properly. That was not taken into account for years together. Sir, I myself advised the Chief Engineer and the other people. It is a fact. I think, all the Members, who belong to that particular area, know this pretty well, including Mr. Bhandari. Sir, the DPR is ready now. We are going for bidding. The bidding has to take place. It has been such a long time. Why it took so long time is, for eight months or nine months we had to pursue the matter with the concerned persons who were making the estimates. They have to go to the work site. Only then they can arrive at a proper DPR. The DPR is in place. We will be going for bid after completing DPR envisaged in Phase-III B.

श्री शरद यादव: सभापति जी, मैंने ...(व्यवधान)...

SHRI R. SHUNMUGASUNDARAM: Sir, this is not a debate. How can he be allowed? ...(*Interruptions*)...

श्री सभापति: एक मिनट ...(व्यवधान)... आप बैठिए तो सही ...(व्यवधान)...

श्री शरद यादव: सभापति जी, ...(व्यवधान)... एक छोटी-सी बात है ...(व्यवधान)...

SHRI R. SHUNMUGASUNDARAM: Sir, this is not a debate ...(*Interruptions*)...

SHRI AMAR SINGH: He has not replied to the question. ...(*Interruptions*).. What is this? ...(*Interruptions*)... He comes to Parliament ...(*Interruptions*)... He does not reply ...(*Interruptions*)...

DR. K. MALAISAMY: Sir, this kind of situation will be elsewhere also. ...(*Interruptions*)...

श्री सभापति: आप बैठिए तो सही ...(व्यवधान)...

श्री शरद यादव: क्या एक सवाल मैं नहीं पूछ सकता? ...(व्यवधान)...

श्री सभापति: नहीं, दोबारा नहीं ...(व्यवधान)... नेक्सट क्वैश्चन, 327. ...(व्यवधान)... नेक्सट क्वैश्चन, 327. ...(व्यवधान)... मैंने दूसरा क्वैश्चन ले लिया ...(व्यवधान)... नहीं, नहीं। आप यह मत कहिए। ...(व्यवधान)... मेरी नजर सब की तरफ है ...(व्यवधान)...

Accidents in the coal mine of Dhanbad

*327. DR. PRABHA THAKUR:††
SHRI SANTOSH BAGRODIA:

Will the PRIME MINISTER be pleased to state:

(a) whether Government have taken steps for the expeditious and comprehensive investigations into the recent accident in the coal mine in Dhanbad district; if so, the details thereof;

(b) whether the report has been submitted and if not, the reasons therefor;

(c) what are the findings of the investigations and whether they reveal the omissions and commissions of the concerned officers;

(d) whether the investigations also revealed on what counts the Mine Safety Standards were violated;

(e) whether the investigations have looked into the conduct of rescue work; and

(f) whether the district has adequate infrastructure to undertake the rescue work?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (DR. DASARI NARAYAN RAO): (a) to (f) A statement is laid on the Table of the House.

Statement

(a) to (e) Immediately after the accident at Nagda mine of Bhatdih colliery of Bharat Coking Coal Limited (BCCL) in which 50 workers lost their lives and four received reportable injuries, a three member departmental

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††The question was actually asked on the floor of the House by Dr. Prabha Thakur